

## MARS IS OFF.

Starts on Cross Country Flight at 5:14.

Races With a Rock Island Passenger Train.

AT A GREAT HEIGHT.

Travels at an Altitude of 1,200 Feet.

Twice Nearly Falls into the Kaw.

STOPS IN CORNFIELD.

Machine Is Slightly Damaged Near Grantville.

Aeroplane Patched With Elm Limb at Newman.

Reaches Midland 3 Miles From Lawrence at 8:35.

J. C. Mars, the aviator, sprung a surprise on the people of Topeka. After he arrived at 9 o'clock last night he announced that he would start his cross-country flight at 4 o'clock this morning instead of 8 o'clock as announced. The conse-

height of 1,200 feet and followed the course of the train, appearing to be directly over it.

As he rounded Calhoun bluff, the "Skylark" was caught in a treacherous air current and dropped at least into the Kansas river, but gathered speed and rose again when within about 50 feet of the surface. The few people left on the field watched the aeroplane as it grew smaller and smaller and finally it disappeared altogether in the distance.

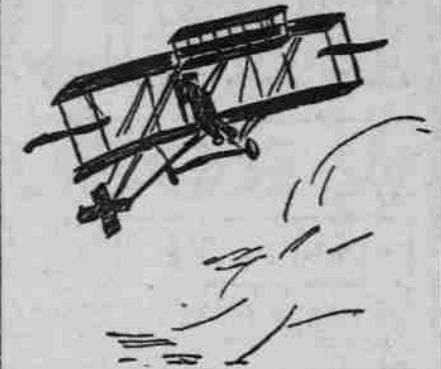
**Lands in Corn Field.**  
As Mars approached Grantville a choppy wind was encountered, causing the machine to tilt badly. He then decided to alight three and a half miles from Grantville on the John Quimlin farm, about nine miles east of Topeka, and wait for the machinists. He attempted to make a landing in the small meadow, but missed it and struck a listed corn field instead. The machine bumped over the furrows, giving the aviator such a jolting as he had never before experienced and finally stopped.

However, two ribs of the lower plane were broken. The machinists arrived soon afterwards with the extra parts and the broken pieces were repaired.

**Second Start Is Made.**  
After the broken parts had been replaced the machine was again started. It rose at 6:34 but the engine appeared to be working badly and Mars decided that it would not be well to continue his flight and he again decided to come to the earth, which he did on the Ed Becker farm, one mile east of Newman. He circled over the fields looking for a suitable landing place, but again made the mistake of selecting a corn field and again he was compelled to experience the unpleasant sensation of bumping over the furrows in the aeroplane. This time his machine did not suffer so severely, but the lower plane was again broken.

Mr. Mars examined the broken rib casually and as soon as the automobile came up he walked to a patch of timber nearby to cut a limb to use in its place. A piece of elm was selected and made into a rib and the big bird was soon ready to resume its flight.

It was 8:11 when it again glided into the air. The aviator found a bad wind when he attempted to rise and decided



taking. He said that he would not stop at Lawrence, but would attempt to cross the Kaw one mile east of that city and continue his flight for the rest of the distance on the south side of the river.

**Waiting for Wind to Fall.**  
At 1 o'clock Mars was still at Midland waiting for the wind, which is squally and uncertain, to improve. He said that he was confident that he will complete his flight in time to win the prize.

At 1:30 o'clock Mr. Mars went to a hotel at Lawrence to rest. His wife joined him at Midland, having traveled in an auto from Topeka. Mr. Mars says that as soon as the wind quiets he intends to continue the flight, and he has no doubt but he will reach Kansas City this evening. Mars was still at the hotel at 2:15 and said he would not start before 3:30 p. m.

**First Flight of Kind.**  
The cross country flight of J. C. Mars is the first one ever attempted in a low power machine, the Skylark weighing 450 pounds and carrying a four cylinder engine of 24 horse power. It is also the first cross country flight ever attempted in the middle west. Mr. Mars appeared perfectly confident of the success of his attempt though it is his first effort to make a distance flight. He said to a State Journal reporter just before he entered the car to make his flight: "I have confidence that I will be able to meet the conditions and complete the journey to Kansas City. It is the first time a long flight has been attempted in a low power machine, and the only fear I have is that I will encounter squally wind which makes the management of a low power machine difficult."

Mr. Mars is due at Overland park in Kansas City at 3:30 p. m. His prize is \$5,000 cash.

## LOCK BIDS OPENED.

Canal Commission in Market for 50,000 Tons of Steel.

Washington, June 15.—Bids were opened today at the Isthmian canal commission for the great locks to be located on the Panama canal, near Gatun, six at Pedro Miguel and seven at Miraflores. The largest of these will be 82 feet high and all will be 65 feet wide. The locks will require about 50,000 tons of steel. The lowest bid was submitted by the McClintock-Marshall construction company of Pittsburgh for \$5,374,474.

## SET FOR JUNE 22.

Hearing of Louis Potterton, Charged With Wife Murder, Continued.

Arkansas City, Kan., June 15.—The preliminary hearing of Louis W. Potterton on the charge of causing the death of his wife by administering arsenic last January, was today continued to June 22, by agreement of attorneys.

**Weather Is Warm.**  
The local weather bureau announced at 2 o'clock this afternoon that the wind was blowing 15 miles an hour from the south, with little prospect of abatement before night. Another windy day is predicted for tomorrow. The temperature has been rising a little every day since Sunday, and the local bureau is confident that summer has arrived. Temperatures tonight will be higher than they were last night, and a storm center is approaching from the west. The hourly temperatures today:

7 o'clock.....	64	11 o'clock.....	79
8 o'clock.....	72	12 o'clock.....	80
9 o'clock.....	77	1 o'clock.....	82
10 o'clock.....	79	2 o'clock.....	83

**Weather Indications.**  
Chicago, June 15.—Forecast for Kansas: Generally fair tonight and Thursday; warmer in north and west portions tonight.

## CALL IS ISSUED.

National Irrigation Congress to Meet at Pueblo.

Will Be in Session Last Four Days of September.

## THE OBJECTS SOUGHT

To Save the Forests and Store the Flood.

Reclaim the Desert and Make Homes on the Land.

Pueblo, Col., June 15.—With a four fold object, to save the forests, store the floods, reclaim the deserts and make homes on the land, the eighteenth National Irrigation congress will convene in Pueblo, September 26, and continue its session until September 30.

In the call for the congress issued today by President B. A. Fowler, attention is directed to "the empire which is developing in the once 'great American desert' and to the high type of citizenship which is growing with the more rational and scientific utilization of natural resources."

Reclamation projects under the Carey act are to be considered by the congress and especial attention will be directed to private irrigation enterprises, together with discussions by experts of different problems in irrigation and forestry.

The officials of the congress have planned a program which will make the gathering memorable for practical life results.

"The great work so far accomplished," says Mr. Fowler, "is but the beginning. Irrigation, drainage, forestry, deep waterways—all present big questions. Great minds agree as to their importance, even when differing as to their solution."

## ROUGH RIDERS EN ROUTE

Nearly 100 of Them Going East to Meet Roosevelt.

St. Louis, June 15.—Nearly a hundred members of the Roosevelt Rough Riders association, under command of Ben H. Colburn of Eshmont, Ok., left here last night bound for New York. They will take part in the parade for former President Roosevelt.

The former soldiers will make two stops en route at Cincinnati, where they will be guests at a luncheon, and at Washington where President Taft is to receive them. They were escorted here by Dr. A. A. Luther of Houston, Tex., who also was a Rough Rider.

In the party is Will McIntyre of Stillwater, Ok., famous as a broncho buster, and Fred Herrig of Fort Pine, Mont., guide to the former president on his hunting trips of several years ago.

## Taft AT MARIETTA.

President to Attend 75th Anniversary of the College.

Marietta, O., June 15.—An enthusiastic welcome has been prepared here for President Taft when he arrives at noon to attend the 75th anniversary of Marietta college. An official salute of 21 guns, a school children's reception committee numbering 2,000 and elaborate decorations of flags and flowers make up a part of the program.

It is the plan that the president and his party shall be taken to the home of W. W. Mills, escorted by three companies of the Seventh regiment, Ohio National guards.

After luncheon the president will be taken to the college library where he will view the original deed which gave the northwest territory to the Ohio Land company just after the Revolutionary war. At 2 o'clock the chief executive will deliver an address in Muskingum park and following will

## ADVISED BY A FRIEND.

White Tells Why He Gave His Confession to the Press.

Chicago, June 15.—Charles A. White, the chief witness of the prosecution, was the center of interest when the trial of Lee O'Neill Browne, on charges of bribery, was resumed before Judge McClellan today. The attorneys for the defense continued their questioning of the state representative whose confession that he had been paid \$1,000 to vote for William Lorimer for United States senator was the principal cause of Browne's indictment.

In reply to Mr. Forest the witness said he had not been promised immunity from prosecution. Asked why he gave his confession to the Tribune, White said a friend had advised him to do so.

"Did not the defendant, Browne, tell you the Tribune wanted to kill him politically because he opposed a \$16,000 bond issue which a newspaper wished to see authorized?"

White testified that Otis Yarborough, who, with his brother, Sydney, was White's room on the night Browne is alleged to have first approached the witness to vote for Lorimer, was on the state payroll as a janitor at \$2 a day.

"He couldn't stay long in a hotel like the St. Nicholas at Springfield on that wage could he?" inquired the defense's lawyer.

"I'm sure I don't know."

## SCOTT BILL TO COME UP

Rules Committee Fixes a Date for Its Consideration.

Washington, June 15.—The house rules committee today decided to give one day each to consideration of the Weeks Appalachian forest reserve bill and the Scott antioption measure to prohibit dealings in cotton futures, unless an actual transfer of cotton is made. This probably insures a vote in the house on these two measures at the present session.

One of these measures will be called up immediately after the pending deficiency appropriation bill is disposed of. The rules committee leaves to the discretion of the agricultural committee the decision of the question as to which is to be given precedence.

There are to be two hours each of general debate and five minute speeches on the Appalachian bill, which is designed to protect headwaters of navigable streams. One hour of general debate and three hours of debate under the five minute rule for amendment are to be given to the anti-option bill.

## PULP DUTY GOES UP.

Imports From Finland Must Pay 44 Cents a Ton.

Washington, June 15.—Word has reached here from St. Petersburg that the export duty on pulp wood from Finland, suspended late last year for six months, was reimposed from May 15, to remain in force until new regulations are prepared.

Instructions have been given customs officials to impose duty on imports of wood pulp and printing paper from Finland. This countervailing duty will amount to 44 cents on each 2,000 pounds of mechanically ground wood pulp.

## HE DROPS OUT OF SIGHT

Naval Constructor Sweeney Has Disappeared at the Bremerton Yards.

Washington, June 15.—Naval Constructor John Calvin Sweeney, Jr., has disappeared and the navy department is making every effort to find some trace of him. He left the Bremerton navy yard, Washington, a week ago, last Monday on the ferryboat bound for Seattle and nothing has been heard from him since. There is no question as to his accounts. Constructor Sweeney is a native of Paris, Tenn.; he entered the naval service in 1901, and his father is a judge of the first instance in the Philippines.

## C. E.'S IN FORCE.

State Convention Begins Sessions in Topeka.

Visitors Welcomed by John Dawson for Governor.

## "FATHER" CLARK HERE

Man Who Founded Christian Endeavor Present.

Parade Is to Take Place This Evening.

The twenty-third annual convention of the State Christian Endeavor union is in full swing and this afternoon the delegates and members of the Topeka Local union are enjoying a trolley ride over the entire city. There are several trains of cars in the cavalcade, and it is a jolly crowd. Marshall's band accompanies the Endeavorers, which enhances the merry spirit of the occasion.



Dr. Francis E. Clark, Father of Christian Endeavor.

Last evening at the First Presbyterian church, John Dawson, attorney for the board of railroad commissioners, welcomed the visitors in a quiet style, taking the place of Gov. W. R. Stubbs, who was unable to be present.

"I bid you welcome to the seat of state government," said Mr. Dawson. "It is yours to do what you please. The spirit of Kansas is the same spirit that prompted the New Englanders of old to come to Kansas."

"There is no government on the face of the map that is more responsive to the high ideals and aspirations of her people than is the government of Kansas, and in behalf of the government I bid you welcome."

**Mr. Borman Speaks.**  
"The city of Topeka bids you welcome," said T. A. Borman, president of the Commercial club, in behalf of the city.

"It occurs to me that we are living in a wonderful age; this is a golden age. I sometimes wonder if we are living up to the demands of the present day."

"It occurs to me that this society is not worth its existence if the members are not meeting and solving the problems which come up each day."



E. H. Stranahan, State Treasurer of Christian Endeavor.

"It is meet for the young to advise the old and the old to give advice to the young. Do we utilize our time to the best advantage?"

"Honesty, sobriety, intelligence, and energy are the requirements for the service of the world, and these are the people who are conquerors."

Dr. Francis E. Clark, the "father" of the Christian Endeavor movement, gave the response to the address of welcome in place of State President E. S. Shoecraft who presided over the big gathering of young people.

"I have just come from Fort Worth, Tex.," said Dr. Clark, "where a large and enthusiastic gathering of Endeavorers was held. It was a southwestern meeting, the delegates coming from several states. At this great meeting they said, 'Take with you to Kansas our greetings.' I found the same spirit the other day in Maine."

"I am often asked how Christian Endeavor is getting along in Portland, Me., and in the Williston church where it was started. I am glad to tell you that Christian Endeavor was never so strong."

Tomorrow evening I will tell of what I saw of Christian Endeavor in Asia, Europe, and Africa.

"Let this be a hearty, enthusiastic convention—a meeting of good cheer. Let us be full of optimism, full of joy, and let this convention will be a memorable one."

Dr. Clark has recently returned from a trip around the world and his remarks this evening should be of special interest.

H. B. Harrison's Address.

The address of the evening was given by H. B. Harrison, vice president of Washburn college. "Let me in the first place bring you the greeting of Washburn college," said the speaker, "and invite you to visit the institution while you are in the city."

(Continued on Page Eight.)

## ONE MORE LETTER

Wagstaff Replies Again to Governor Stubbs.

Who, He Says, Devotes Only One-Fourth Time to Office.

## HE QUOTES FIGURES.

Purpose to Prove Extravagance of Departments.

Declares This Long Letter Last of Writing Contest.

Thomas E. Wagstaff, candidate for governor, makes answer to the statement issued by Governor Stubbs on June 5, in which all the main issues of the campaign are threshed out. Mr. Wagstaff did not deign to reply to Leahy's preface to the Stubbs letter in which it was charged that F. Dumont Smith wrote the former Wagstaff letter in Dave Mulvane's office, but Secretary Kramer did this several days ago. The letter follows:

"My Dear Governor—I have read with much interest your reply given out June 5 to my open letter of May 31. Your letter is worthy of the closest attention by the voters of Kansas; not so much for what it says as what it omits to say; not so much for what it denies as what it admits."

In my letter I made various statements to most of which you paid no attention. I am bound to assume and the people of Kansas are bound to assume that by your silence you admit every statement of mine, not denied. You, therefore, admit as charged by my former letter, that on September 27, 1909, when you received the legislature of 1909 had appropriated \$389,000 less than the legislature of 1907, when as a matter of fact it had appropriated \$511,999 more, you misstated the facts by \$124,000. One of two things must be true; you were either seeking to deceive the voters of Kansas, or you were woefully ignorant of the state's business. Again you admit that when on Jan. 15, 1910, you announced that the first year of your administration had cost \$500,000 less than the last year of Hoch's administration, when as a matter of fact it had cost \$322,000 more, you misstated the facts by the trifling sum of \$822,000.

Once more I state facts which you were either seeking to deceive your constituents or you were ignorant of state affairs. I submit that if ever in any speech or signed statement of mine, I have made anything like so gross an error as these two, your organs would have made the state ring with it, and I am frank to admit that such ignorance or stupidity on my part would have fairly justified you and your followers in condemning me as utterly unfit to hold the office of governor. Any man who as a candidate for that exact office, and especially after a year's experience as a "business governor" boldly falsifies the records as you have done in these two instances, stamps you as too ignorant or too careless of the truth to fill any public office.

**The Penitentiary Matter.**  
I charged that under your management it costs as much to make for criminals in the penitentiary as it did 1,250 under the administration of Governor Hoch. You replied, "This is a perfectly natural consequence, and every business man readily understands."

Was this intended for a joke? Is it true, as you assert, that it takes as many guards and turnkeys to care for 750 convicts as it does for 1,250? Apparently it does under your administration, but I am bound to believe that the guards and turnkeys are more of a political asset than a measure of safety. In the most disingenuous manner you attempt to insinuate that I advocate the imprisonment of disreputable crime in Kansas in order to increase the number of boarders at the penitentiary. When and where did I ever advocate that? You know I never did. You are putting words in my mouth which I never uttered in order to belaud the real issue: your lack of business management of the penitentiary.

It is a well known fact that under your administration while so much solicitude is shown for convicts, and you congratulate the people of Kansas that its criminals are more of a political asset than a measure of safety, the state is spending more money on the penitentiary than it is on the state's education. Home at Dodge City, the men to whom you and I owe a debt we can never pay, are not as well fed and not as well cared for as the men in the state prison as under Hoch's. You have increased the per capita expense of caring for the convicts 70 per cent, while you have decreased the per capita cost of caring for the old soldier, his wife and children. This is an achievement in economy that will hardly appeal to the old soldiers of Kansas, or to the loyal people of the state who believe that they are entitled to a trifle more consideration than the convicts in the penitentiary.

**Respects to Board of Control.**  
I called your attention to the fact that the board of control law, which you helped draw and which was one of your pet measures, specifically required that the members of that board should give their entire time and service to the state; and that two members of this board had taken respectively one 124 days, and the other 125 days of the time which belongs to the state, and devoted it to their own private business, incidentally charging their traveling expenses to the state. What is your reply to that? That Mr. Borman is a hard working employee and that Mr. Schemmhorn is a man of large business experience, I am to understand that if a state employee has a large business experience, he need not devote it to the state, which pays him, but may devote it to his own business, where he gained the experience; and that if an employee is hard working, it makes no difference whether he works for himself or for the state?

This is a curious standard of official honesty and economy to pursue, and it goes well with your oft repeated statement, that you would demand a dollar's worth of work for a dollar in pay.

**Personal Criticism of Governor.**  
It might be well in this connection to call attention to your own career. The state of Kansas furnishes you a splendid mansion, rent free, and \$2,000 a year for its maintenance, and

(Continued on Page Two.)



J. C. Mars, the Aviator, as He Appeared Today When He Started His Cross Country Flight to Kansas City.

quence was that his audience at the aviation field in North Topeka this morning was decidedly limited, being composed principally of newspaper men, machinists and a few local enthusiasts who were brave enough to leave their beds at such an unseemly hour.

There were a half dozen automobiles ready to carry the machine and its pilot to Kansas City, following the daring aviator as closely as possible.

The Smith Automobile company donated the use of two of their latest type of cars for the benefit of the newspaper men.

Samuel Lux, president of the newly organized Aero club of Kansas, was on the ground personally directing the preparations for the journey of the automobile train to Kansas City.

The "Skylark" was standing outside its tent looking bright and shining when Mr. Mars arrived at 5 o'clock. He looked it over carefully, tested all the braces and interviewed his machinists as to what had been done. Then he directed that it be run to the northwest corner of the field and followed slowly.

Then he stood by while the engine was tested and appeared satisfied after the propeller had hummed merrily for about five minutes.

An attempt was then made by W. W. Webb to photograph the party in the gray dawn, but the light was probably too dim to make a successful picture.

Then Mr. Mars buttoned his leather coat tightly up to his chin, adjusted his goggles, accepted a pair of gloves from the spectators and climbed into the seat.

**Trial Flight Is Made.**  
At 5:05 he sailed away, flying at a height of about 50 feet. The "Skylark" flew steadily around the aviation field, describing about the same course as that followed by Mr. Mars during the ground trial. He approached the aviation field, he dropped the front control and glided to the earth.

Again the machinists and Mr. Mars examined the machine, and every thing was pronounced perfect after a slight adjustment was made of the rear control. Mr. Mars complaining that the control seemed to be too low, making the flight of the machine labored.

At 5:13 the propeller was again started and Mr. Mars glided away; this time at a greater height. He did not, however, leave the field at once, but again made the circle and passed over the heads of the spectators, flying at a height of about 200 feet. He raised it and pointed the nose of his machine directly east. He started on his journey at exactly 5:14.

**Race With a Train.**  
The automobiles dashed out of the field in pursuit and a Rock Island passenger train passed by, seeming to offer a challenge for a race, which Mr. Mars promptly accepted. He rose to a

to fly as low as possible and he had an exciting time dodging telephone poles and high trees. At Ennis he was caught in an air current and nearly dashed into the Kaw, but the big bird in righting his machine and continued his flight until he approached the village of Midland, three miles west of Lawrence. Here the engine again became unruly and an inviting meadow tempted the aviator to alight and wait for the auto which had been left far behind to come up. The landing was made without accident.

**Stops at Midland.**  
The distance from the last stopping place at Newman was 15 miles and Mars landed at 8:30, having covered the distance in 24 minutes. The Great Smith car driven by Frank Grimes and carrying a State Journal reporter was the first to arrive and Mr. Lux with Linn Bauter, head machinist, in Mr. Lux's Great Smith came next. Mr. Mars appeared satisfied with his experience and said that he had no doubt whatever of the success of his under-

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Agricultural Note: Things A re "Looking Up" in the Kaw Valley Today.